

Jefferson Parish line to Naval Support Activity base (Algiers Point)



A photograph of a paved walkway lined with black lampposts and benches, leading towards a large bridge structure in the background. A building with a sign is visible on the left.

The 1985 Algiers Riverfront Study and the 1992 Riverfront Strategic Policy Plan have similar recommendations for Algiers Point. Both plans call for zoning changes creating greater public open and green space as well as down zoning of some light industrial and high intensity commercial districts. The 1999 Land Use Plan recommends a dramatic increase in green space along the river from Opelousas Street to the area underneath the Crescent City Connection, with mixed use development on the land side of the linear park. It recommends the creation of a park on the inland side of Patterson Road between Atlantic and Thayer Streets.¹

The predominant land uses on the land side of the levee are single and two family residential and light industrial. The majority of the residentially zoned areas are RD-3 Two Family Residential District which allow for medium density development, characteristic of the rest of the city. A few pockets of RM-2 and RM-3 Multi-Family Districts exist, including the Algiers Point Condominiums, a seven story development along Morgan Street adjacent to the new levee.

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Jefferson Parish line to Naval Support Activity base (Algiers Point)

Issues and Opportunities

- Zoning of levee open space and development of formal park uses
- Improve use and connectivity of Mardi Gras Blvd
- Safety and convenience of pedestrian access to the levee
- Parking and traffic needs of the neighborhood
- Opportunity and concern for Brooklyn Street properties
- Building Heights along the riverfront
- West Bank Riverfront Charrette

Riverfront Continuity and Open/Green Space

As previously mentioned, the riverfront levee areas in Algiers Point are a mixture of several disparate zoning areas, yet are primarily used as open/green space. The HI- Heavy Industrial districts do not allow parks and open space. These areas should be rezoned to P-Parks and Recreation, while permitting existing maritime uses to remain. New maritime uses should be allowed, but reviewed through the conditional use process in order to assure that the use would not negatively impact the park uses. The G2 General Commercial and RD-3 Two Family Residential Districts that cover the remaining portions of the levee already permit parks and recreational uses. Future revisions of the Comprehensive Zoning Ordinance should consider introducing a special Waterfront Park district that would address the unique aspects of waterfront park zoning that do not exist in other parts of the city, such as maritime uses, gaming boats, etc.

Improvement to two parcels along the levee would contribute to the experience of the riverfront. The area between the two levees at the tip of Algiers Point is currently underutilized. The public has supported formalizing a public park at this prominent location. The Orleans Levee Board has stated, however, that any development would have to be minimal due to the poor structural conditions of the outer levee and lack of proper drainage. Some lighting and benches may be possible and further investigation should be done to determine if any paved walking paths or landscaping could be installed. This effort would have to be coordinated with surrounding development to ensure parking and traffic needs are met. Development of a park, with pedestrian amenities, lighting, and signage would connect to the Jazz Walk of Fame and would support the adjacent businesses.

Second, the parcel at the end of Mardi Gras Blvd, lies at the terminus of a well designed, yet underutilized bicycle and pedestrian park along the boulevard. This offers an opportunity for some kind of nodal development that would provide an exciting access point to the river and anchor pedestrian or small commercial development up and downriver. The pedestrian and bicycle path on Mardi Gras Blvd. should be connected to the paved levee project soon to be completed upriver in Jefferson Parish, and the Jazz Walk of Fame downriver. For this to occur, the railroad spur would have to be removed or located further downriver, or adequate, safe at-grade crossings would need to be constructed. The terminus lies within Jefferson Parish, offering an opportunity to coordinate riverfront efforts between the two parishes.

Continuous access in the downriver portion of Algiers Point is blocked by the Naval Support Activity base. As in other portions of the city, riverfront access along this portion may not be available due to security concerns. Adequate signage and pedestrian and bicycle improvements should be installed to divert the riverfront promenade around the Naval facility into the neighborhood, returning to the riverfront further downriver.

Riverfront Access and Neighborhood Traffic

Few if any crosswalks exist across Patterson Street to the levee. Safe access to the levee areas could be greatly improved by establishing signed crosswalks on Patterson Street and at the terminus of streets behind the Kern properties along Brooklyn Street. Also, stairs constructed on the levee at some of these crosswalk locations would assist pedestrians in ascending the levee. Bicyclists and wheelchair bound persons may access the levee top Jazz Walk of Fame directly from the ferry terminal, however, other access points should be augmented with ramps.

Major access corridors and nodal points designated in this plan are along Mardi Gras Boulevard and Newton and Opelousas Streets. As discussed, Mardi Gras Boulevard is a major corridor with well designed pedestrian and bicycle paths. Opelousas Street, already a beautiful street with a landscaped median extending into the neighborhood, should be improved by encouraging redevelopment of the existing underutilized industrial and former medical sites at or near the street's terminus. Newton Street, although more narrow than Opelousas, has the advantage of connecting to General Meyer Avenue, a major arterial corridor. Newton Street also has many vacant or substandard parcels, creating a potential for redevelopment as a mixed use corridor. Creating low scale commercial residential development as well as improved access to the levee and the Jazz Walk of Fame, will promote both streets as major assets for the community. Minor corridors, which provide additional pedestrian and bicycle access to the community at regular intervals include Vallette and Hendee Streets. Hendee Street should be improved in order to provide a valuable alternate access route along the riverfront, bypassing the Naval facility.

Vehicle congestion and limited parking are great concerns for residents and businesses in the Algiers Point area. Parking for the ferry terminal occurs in an unimproved parking lot on Morgan Street adjacent to the new levee. A small scale parking garage would be a vital improvement for ferry users and for users of existing and future businesses in the area. However, finding land near the terminal suitable for this purpose is a challenge. In the interim, the unimproved parking area should be upgraded to conform with similar landscape and design standards found in the CBD.

Traffic patterns in the area could also be improved. Algiers Point has many small neighborhood streets that converge as the grid pattern bends around the river. Also, Patterson Street is currently one way upriver from Vallette Street, and poor directional signage to the riverfront results in diversion of traffic through the neighborhood. There has been public input recommending the conversion of Patterson Street to two-way traffic. This and other



View of Central Business District from Algiers Point levee



Mardi Gras Blvd. terminus at the levee, between Crescent City Connection spans



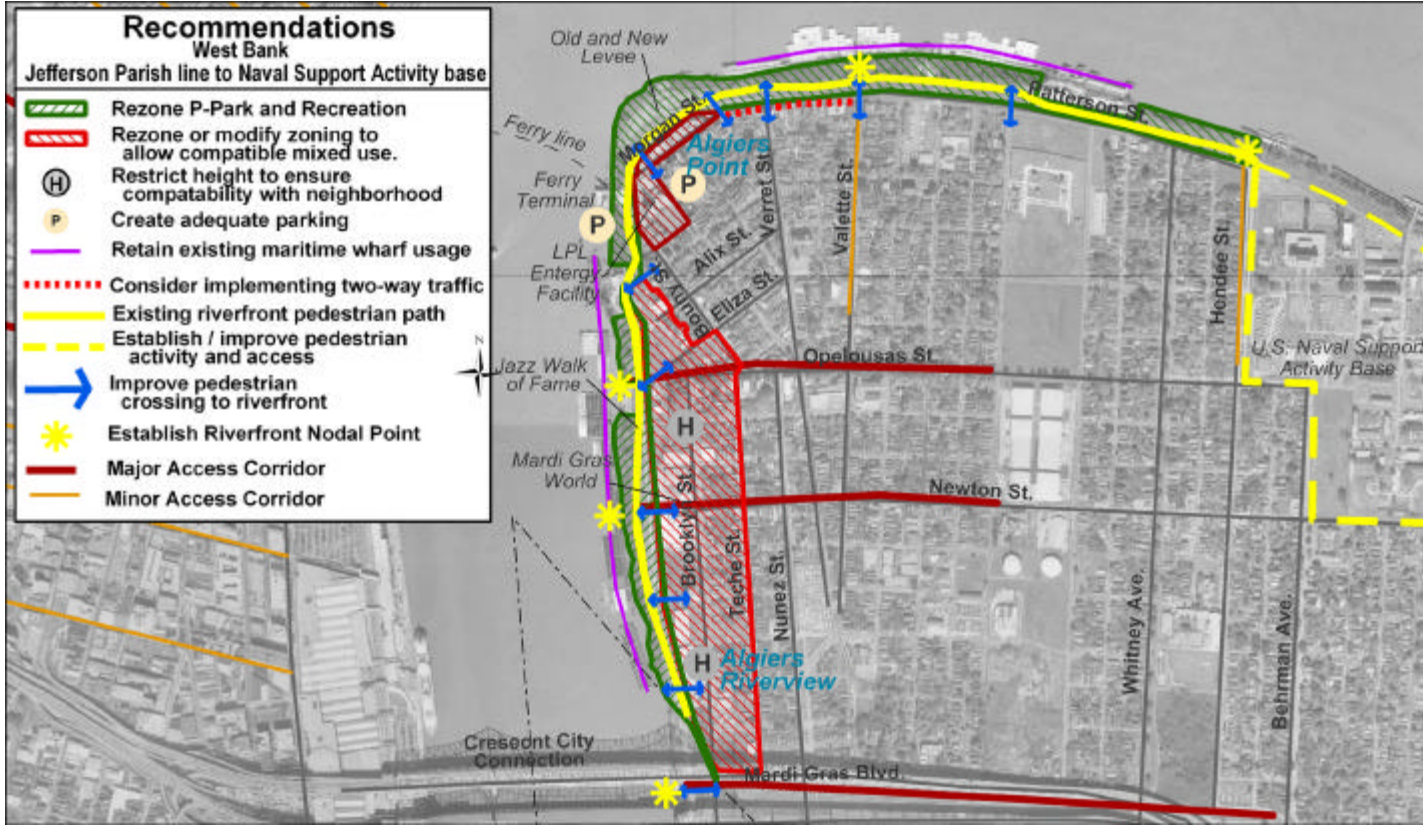
Surface parking lot at Algiers Point on Morgan Street



Jazz Walk of Fame, Algiers Point levee



Algiers Point levee with seven story residential development on left and area between old and new levees on right



development should include small businesses to balance neighborhood needs with tourism industry uses.

In addition, the nearby parcels at the ends of Opelousas, Eliza and Alix Streets, just downriver of the Brooklyn Street properties, are currently open and minimally used for storage by nearby maritime uses. These properties, currently zoned HI-Heavy Industrial, should be rezoned to allow for small neighborhood commercial development or provide needed parking for the area. This parcel offers the opportunity for a riverfront access node and neighborhood development corridor along Opelousas Street.

Development Height and Density Concerns

There is great concern for high rise development which may overwhelm the adjacent neighborhood. The area near the ferry landing which, zoned G2 General Commercial, has no height limitation and allows for considerable density. An Interim Zoning District was established in 2000 due to concern for potential redevelopment of the LP&L/Entergy building and parking lot near the Ferry terminal on a portion of Square 8. Although the Entergy complex still exists, zoning for this area is too intense for the area given the neighborhood character, parking, and traffic limitations.

Following the strategy of other residential neighborhoods close to the riverfront, it is recommended that building heights be limited to 50 feet, with a possible provision for height bonuses in exchange for greater open space at nodal points or other amenities to the neighborhood. Greater height may also be considered closer to the Crescent City Connection and Mardi Gras Blvd. provided adequate buffering is created between the adjacent low rise neighborhood.

Further Planning

The Riverfront Charrette held in January, 2003 was an excellent tool for studying existing conditions and potential development and allowing for public input. A similar workshop sponsored by the New Orleans Chapter of the American Institute of Architects, the Regional Planning Commission, the American Planning Association, and the Urban Land Institute was held recently with a focus on the Algiers Point segment of the riverfront. Changes to zoning designations and development standards for this area should be considered as part of further planning efforts involving key stakeholders including area residents. Further workshops focusing on other segments of the West Bank riverfront and extending into Gretna and Jefferson Parish, would help provide more detail into specific needs of these areas. Additionally the Algiers Economic Development Foundation is currently completing a study of this riverfront segment to determine growth potential.

Recommendations

Land Use and Zoning:

1. Rezone the levee and batture areas in the District to P-Park and Recreation. Modify the district to permit existing maritime industrial facilities and require new maritime uses to be conditional. Consider a Waterfront Park zoning in future revisions of the Comprehensive Zoning Ordinance.

2. Conduct further discussions for the West Bank and integrate the findings in the future planning. Consider the following :
 - a. Rezone existing HI-Heavy Industrial and LI-Light Industrial zoning districts, including the corridor from Teche Street to the river, to allow for a variety of mixed uses while ensuring compatibility with the adjacent neighborhood.
 - b. Rezone the existing G2 zoning at Algiers Point to ensure that future development is compatible with the historic neighborhood.
 - c. Rezone the LI-Light Industrial and underused MS-Medical Service zoned parcels at the end of Opelousas Street to encourage redevelopment of the major access corridor to the riverfront.
3. Consider implementing recommendations of the Algiers Economic Development Foundation riverfront study where appropriate.

Transportation and Access:

1. Develop the terminus of Mardi Gras Blvd., in conjunction with Jefferson Parish, to connect the bicycle and jogging path to the levee top improvements up and down river.
2. Improve other access corridors, including Opelousas, Vallette, Newton, and Hendee Streets, to facilitate better pedestrian and bicycle access to the riverfront.
3. Clearly mark and improve the pedestrian and bicycle conditions for a route that would divert continuous access around the Naval Support Activity base and connect to the levee path on both sides of the facility. Continue to explore the possibility of long term riverfront access at the facility.
4. Install crosswalks at various locations along Patterson Street. Add pedestrian improvements, including stairs or ramps for levee access, to ensure pedestrian access through the Blain Kern properties using existing public rights of way.
5. Study parking alternatives to create adequate parking for Algiers Point and the ferry terminal.
6. Study traffic flow within the Algiers Point neighborhood to ensure clear, safe vehicle and bicycle routes to and through the neighborhood. Consider modifying Patterson Street to allow for two-way traffic and/or improving signage to direct visitors along the riverfront.

Design:

1. Improve the area between the two levees at Algiers Point to include lighting, benches, and paving and landscaping if possible. Improvements will need to be coordinated with the Orleans Levee Board.
2. Restrict height of development in the Algiers Point area to ensure compatibility with neighboring development. Consider allowing height bonuses at riverfront nodal points.
3. Allow for slightly higher development and greater density approaching the bridge along the riverfront.
4. Conduct further discussions focusing on the West Bank of New Orleans. Incorporate key design recommendations into an addendum to the Riverfront Vision 2005.



LPL / Entergy Building



Abandoned Industrial Facility between Brooklyn Street and Jazz Walk of Fame

Issues and Opportunities, continued

traffic patterns in the area should be studied to ensure adequate flow and minimize traffic in the surrounding neighborhood. The addition of any tourist attractions should closely monitor traffic patterns and parking needs in the entire Algiers Point area.

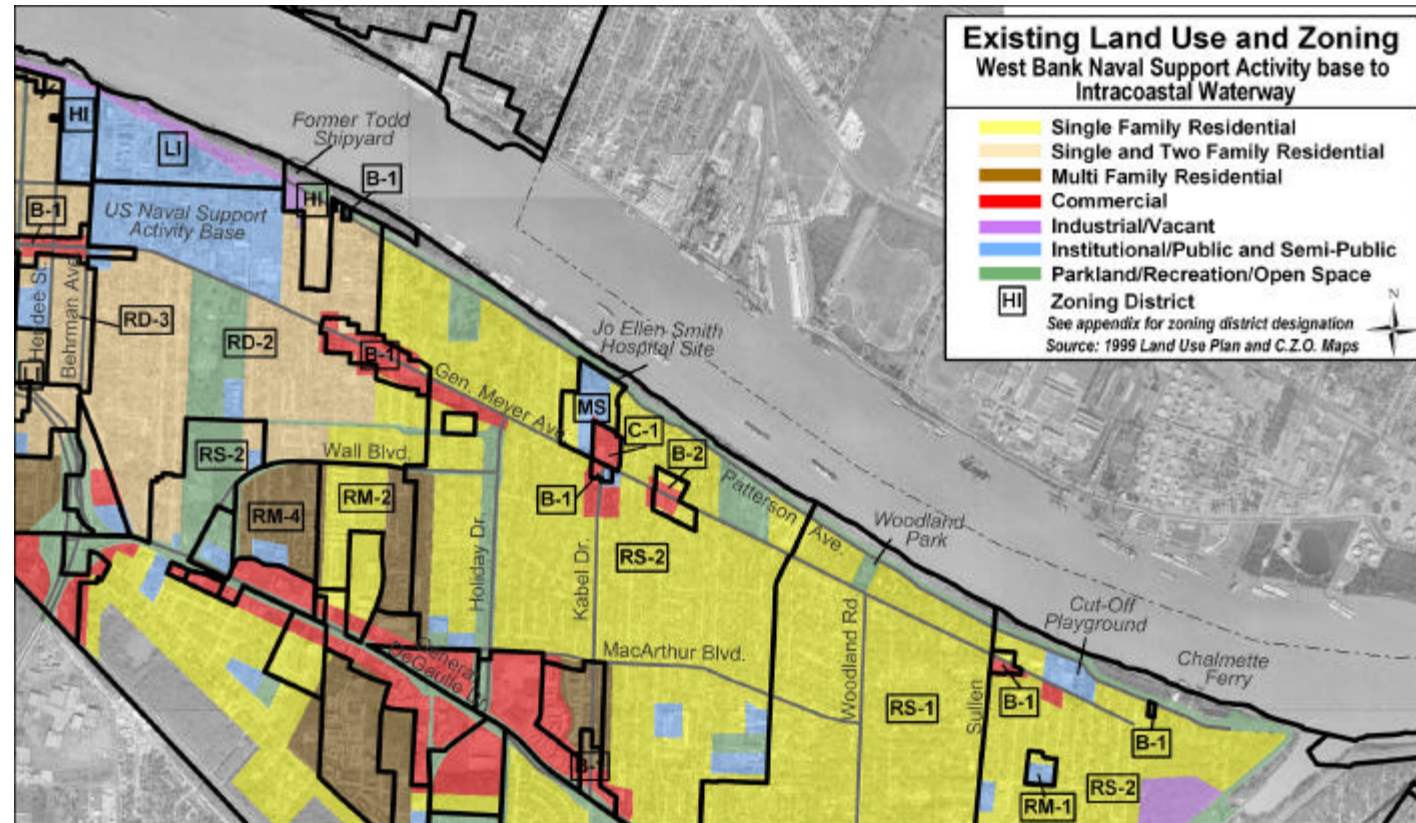
Brooklyn Street Industrial and Vacant Sites

Nearly twelve acres on seven squares are owned by Blaine Kern Artists for the production of Mardi Gras floats and a Mardi Gras museum. With such a large parcel of land under single ownership, there is a strong potential, and a desire by the owner, for a major redevelopment of the area. While the current zoning (LI-Light Industrial) permits business and commercial uses and allows residential uses as a conditional use, other zoning classifications such as MU-A Mixed Use District or similar mixed use districts may be more appropriate for the parcels. Building heights for the district are currently allowed up to 75 feet, which causes concern for the existing residential interests. (See the discussion below on development height). Any development along the parcels should not unduly interrupt the street grid, and should enhance access corridors to the riverfront for the adjacent neighborhood.

A recent Smart Growth Charrette for Algiers point, emphasized the need to extend the focus on the Brooklyn Street Corridor to include the parcels between Brooklyn and Teche Streets. This area is in need of financial reinvestment and would benefit from the creation of a mixed use zoning district. However, it is recognized that the lower density character of this area should be retained, and

III. Riverfront Segments – West Bank Riverfront

Naval Support Activity base to Intracoastal Waterway (Algiers, Aurora)



The Naval Support Activity (NSA), established originally as a U.S. Naval Base in 1902, occupies over 200 acres of the West Bank riverfront downriver from Algiers Point. The base works closely with the East Bank facility on Poland Avenue, and operates a ferry for personnel between the two facilities.

The central part of the West Bank riverfront developed after the first Mississippi River bridge was built in 1958. The increased ease of access to the downtown spurred the development of bedroom community subdivisions along the West Bank. Commercial development followed in the 1970s and 1980s.

The Jo Ellen Smith Hospital, built in 1975, has long been an underused site, eventually closing in 1999. Delgado Community College opened a West Bank Campus next to the NSA and O. Perry Walker High School in 1967. The Chalmette Ferry service to the Cut Off area began in 1969.

The common and/or relevant themes of previous planning recommendations for the Algiers/Aurora area include:

- Maintain and enhance the existing open space and public facilities along the river and batture areas.
- Support road and bicycle/pedestrian improvements to Patterson Drive.
- Continue riverfront bicycle and pedestrian paths around the Naval Support Activity base. If this facility is redeveloped to non-military or Homeland Security uses, the paths should then be directed along the riverfront.

Land Use, Zoning, and Access

Existing land uses along the area are primarily single family residential developments. RS-1 and RS-2 Single Family Residential Districts extend all the way to the river's edge for most of the area. Lower quality and substandard housing is also dispersed throughout the higher end residential subdivisions and are in need of investment. Commercial development occurs away from the river on General Meyer and General DeGaulle Avenues, where several small Business and Commercial Districts occur.

The Naval Support Activity base has multiple zoning designations including LI-Light Industrial, HI-Heavy Industrial, and RD-2 Two Family Residential Districts. A small HI-Heavy Industrial district, containing the former Todd Shipyards, is located downriver of the base. The site contains several vacant industrial buildings. The former Jo Ellen Smith Hospital, primarily zoned MS-Medical Services District is now mostly vacant with only a small medical clinic and under-occupied office building in operation. A U.S. Border Patrol Station and Police Substation also border Patterson Drive, and there is a retirement home and new community center in the Cut Off area.

A few parks are located within the Residential Districts, including Woodland Park and the Cut Off playground. Nearly the entire segment of the riverfront, with the exception of the Naval Support Activity base and the adjacent industrial sites, has access to and along the open levee, which serves as an important passive green space for the community.



Chalmette/Algiers Ferry Terminal



Open levee in Algiers/Aurora areas

Issues and Opportunities

- Possible consolidation of East and West Bank Navy facilities
- Underutilized Jo Ellen Smith facility and industrial sites
- Patterson Drive improvements for pedestrian access
- Potential for commercial uses along Patterson Drive

The U.S. military is reviewing possible base closures throughout the country. In order to avoid losing the military in the New Orleans Area, the City and local military units are proposing to consolidate the East and West Bank facilities, and closing the Poland Ave site. The consolidation, which would create a “Federal City”, will be a crucial part of the City’s effort to retain the military, which has a strong impact on the region. Once this goal is met, the potential traffic impact on the neighborhood and lack of continuous public access along the levee should be addressed. The neighboring industrial sites could also be improved by the military if expansion is needed, or the structures could be demolished and the area rezoned to fit with the neighboring residential areas.

Better use of the vacant segments of the Jo Ellen Smith site is part of a larger issue of bringing greater economic viability to General Meyer Avenue. Organizations such as the Algiers Economic Development Foundation can help to find viable tenants and/or developers for the site that will help both the riverfront and the community in the area. In the meantime, the vacant and vandalized buildings along Patterson Drive should be either better secured or demolished in order to improve safety for users of the levee.

Patterson Drive needs improvements to the road surface. Any future improvements should incorporate signage and/or lane widening to allow for bicycles to use the road, and should have painted crosswalks at key locations for pedestrian crossings to the levee. The addition of small neighborhood commercial uses has been suggested for Patterson Drive. Any such uses would require rezoning of certain areas, which would only be warranted in the area near existing institutional or public uses such as the new community center. Commercial activity should instead focus on improving the conditions on General Meyer Avenue.

Several minor riverfront access corridors are designated in this Plan for this segment. With riverfront access unavailable within the Naval facility, a route bypassing the base should be promoted along Odeon Street, connecting with General Meyer Avenue and returning to the river on Hendee Street upriver. Holiday Drive. The conditions of the street and sidewalks should be improved, and landscaping, signage, and crosswalks to ensure safe pedestrian and bicycle access to the levee would help revitalize the neighborhood. Other access corridors should occur at the end of Woodland Road, creating a better link with the park at this location with the riverfront, and through the Jo Ellen Smith site as part of revitalization of the property.

Recommendations

Land Use and Zoning:

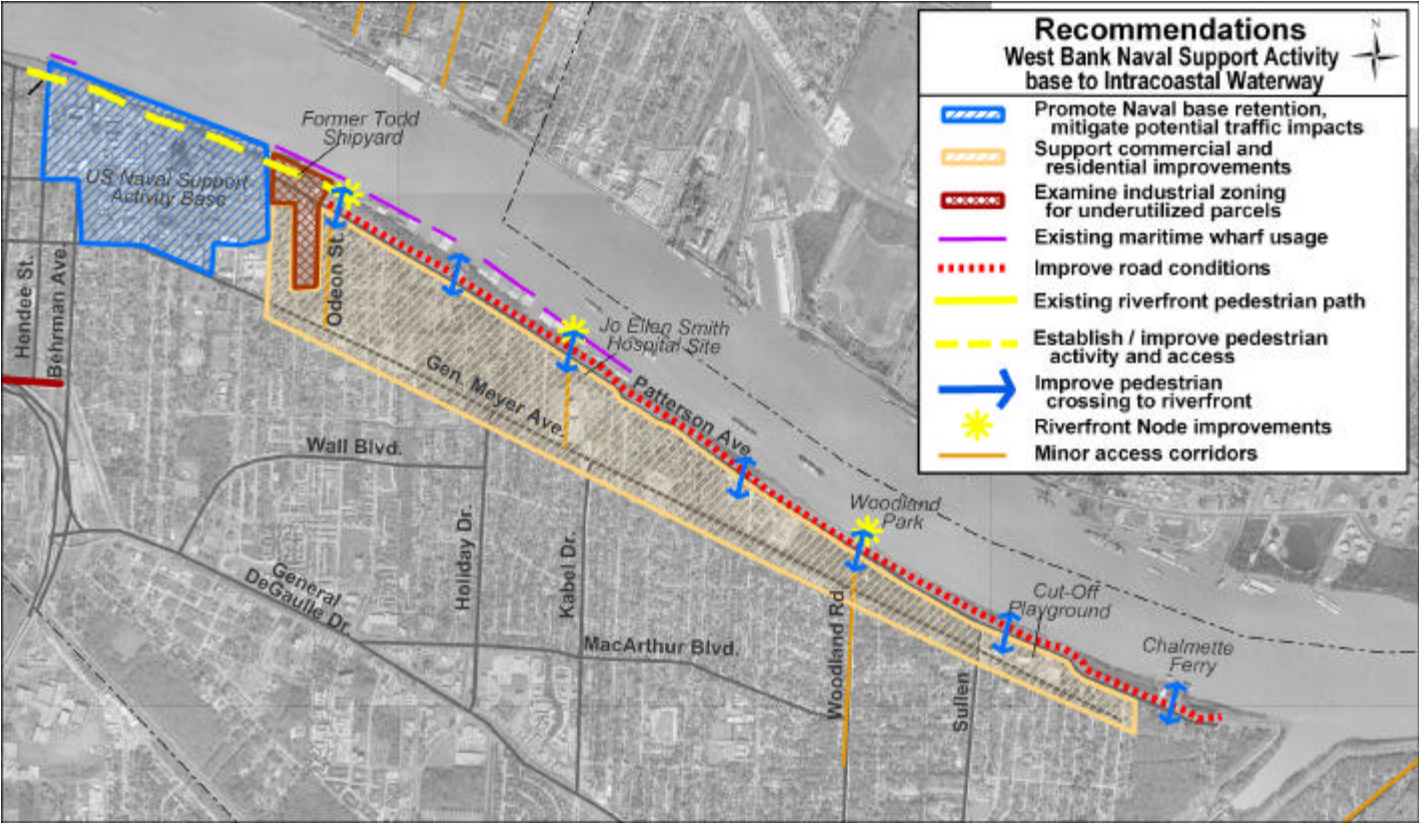
1. Maintain existing residential character in the majority of the area. Promote investment in the substandard housing and commercial corridors
2. Revitalize the former Todd Shipyards by incorporating the facility into an expanded Naval base, attracting new shipyard business or demolishing the vacant structures. Consider rezoning the HI-Heavy Industrial zoned vacant parcels to facilitate reinvestment.
3. Promote the redevelopment of the Jo Ellen Smith Hospital site with a mix of commercial and residential uses in conjunction with revitalization efforts along General Meyer Avenue.

Transportation and Access:

1. Address neighborhood traffic issues around the Navy facility. Facilitate future access to the levee if possible.
2. Improve Patterson Drive road conditions and provide pedestrian crosswalks and shared bike lane signage at regular intervals.
3. Improve streetscape, signage, and landscaping at the minor access corridor/nodal points such as Odeon Street, Woodland Road, and within the Jo Ellen Smith facility as part of its redevelopment.

Design:

1. Conduct further discussions focusing on the West Bank of New Orleans. Incorporate key design recommendations into an addendum to the Riverfront Vision 2005.



Jo Ellen Smith Hospital site



Abandoned industrial facilities near former Todd Shipyards, downriver of Naval Support Activity base

Intracoastal Waterway to Plaquemines Parish line (Lower Coast Algiers)

Land Use, Zoning and Access

The Lower Coast Algiers Riverfront is an almost entirely natural batture area separated from River Road by a levee. The natural batture is interrupted by an industrial site, a sand pit, mid-way along the riverfront and by the Coast Guard Station at the parish line. River Road runs along the riverfront and terminates within the Freeport-McMoRan Audubon Species Survival Center. The land side of River Road contains mostly large lots ranging from two to eighteen acres that are either vacant or developed with single family dwellings. Other recent developments include private sports fields, a winery, and an artist community.

Zoning along the riverfront, including both sides of River Road, is RS-1 Single Family Residential. This zoning district provides for low-density residential development of a relatively spacious character when compared to New Orleans urban neighborhoods, but would allow a density far beyond current conditions.

Access to the riverfront is informal, but possible over the entire length of the levee with the exception of some batture where the sandpit is located and within the Coast Guard property. There is no formal parking area at the riverfront and no shoulder along the River Road.

Lower Coast Algiers had seen little development until after the late 1980s when a high-rise span was built over the Intracoastal Waterway, replacing the previous drawbridge. Since then, the English Turn gated golf course community has developed and the population of Lower Coast has increased over 240%. New development outside of English Turn has been minor, scattered, and predominantly single-family residential. The riverfront area is served by River Road for nearly its entire length from the Intracoastal Waterway to the entrance of the Freeport-McMoRan Audubon Species Survival Center, an institution on 1,200 acres of bottomland hardwood forest that opened in 1993 to study species conservation. The U.S. Coast Guard retains the use of approximately 160 acres, including river frontage. The character-defining bottomland hardwood forest covering much of Lower Coast plays an important role in the Louisiana estuary system and provision of wildlife habitat.

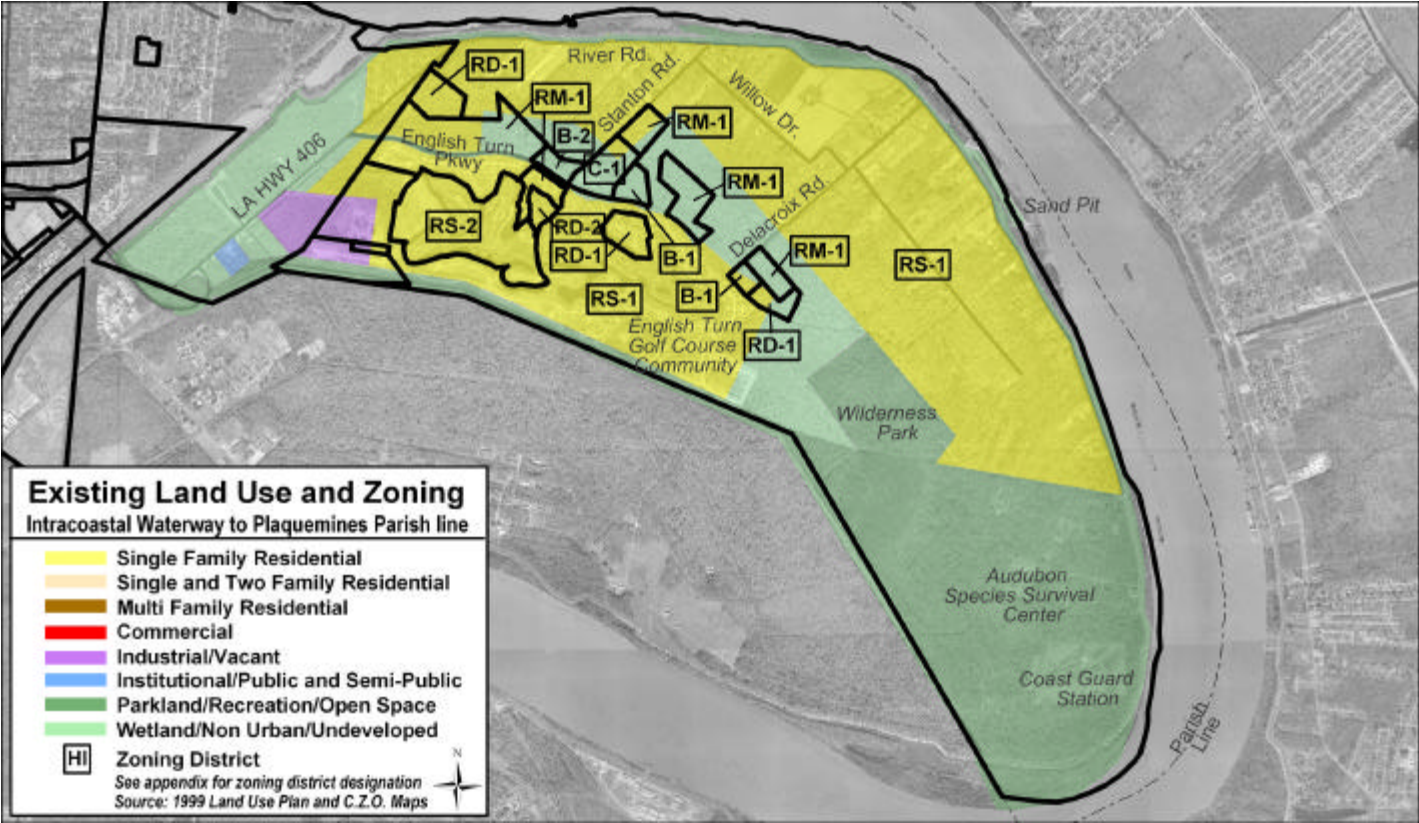
Planning efforts and ideas for the Lower Coast have evolved from the "New Town" concept of the 1970s through the less dense resort (golf course) community planning of the 1980s to the more environmentally conscious 1990s. The 1992 Riverfront Strategic Policy Plan, the 1992 New Century New Orleans Plan, and the 1999 Land Use Plan all stress the importance of preserving the natural habitat, rural character, and appropriately re-zoning of the area.

The 2002 Parks, Recreation & Open Space Plan embraces two plans for a path system along the Lower Coast levee: the 1995 New Orleans Metropolitan Area Bicycle Master Plan proposal for a bicycle path and the 2001 Woodlands Multi-Use Trail, a proposal for integrating a bike and equestrian trail along a single route and connecting Plaquemines and Orleans Parishes.

In 1997, the Louisiana Department of Transportation and Development considered a proposal to construct a bridge that would cross the Mississippi River at Chalmette on the East Bank and Lower Coast Algiers on the West Bank. The bridge would have connected Interstate 510 with the West Bank Expressway. The plan was abandoned due to strong opposition by residents on both sides of the river and the New Orleans City Council.

In 2002, the City Planning Commission, in preparation of an area plan for Lower Coast Algiers, surveyed and met with residents to find that they value the area's peacefulness, rural/wooded atmosphere, wildlife, open spaces, large lots, and access to the river. Identified needs included improved utility services, road condition, drainage, and protection of the natural habitat.

- The common/relevant themes of previous planning efforts in Lower Coast Algiers include:
- Encourage preservation of open/wooded space.
 - Protect the natural habitat.
 - Maintain and increase continuous linear green space and pathways.
 - Low-density residential development.



Existing River Road and levee, Lower Coast Algiers



Existing unimproved parking for crew boats, Lower Coast Algiers



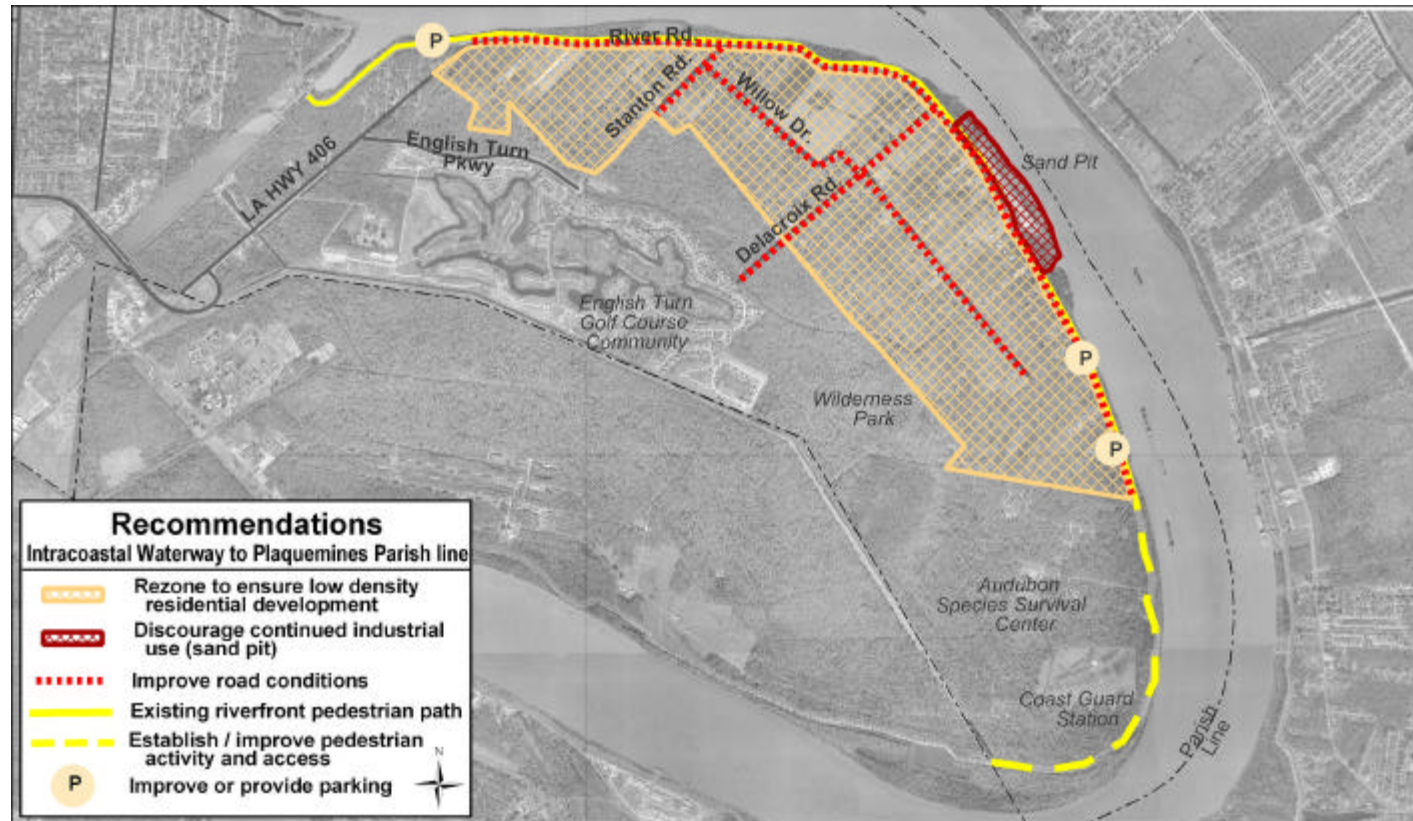
Existing unimproved Willow Road, Lower Coast Algiers



Existing levee and batture, Lower Coast Algiers

III. Riverfront Segments – West Bank Riverfront

Intracoastal Waterway to Plaquemines Parish line (Lower Coast Algiers)



Issues and Opportunities

- Maintaining green space along the river
- Sand Pit on the riverfront
- River Road and levee pedestrian path ends at Audubon Institute/Coast Guard Facility
- Existing parking for crew boats along the riverfront
- Noise and levee damage caused by recreational vehicles
- Poor road conditions in area
- Woodlands Trail and Park Path
- Maintaining rural/wooded and low density character with environmentally sensitive new construction

Green Space, Access, and Riverfront Uses

Preserving the green space throughout the Lower Coast including the river side of River Road is widely supported by the area residents and it has been stressed in all previous planning efforts. It is unlikely that there would be any pressure to change that for the foreseeable future. The passive levee area should be enhanced by regularly clearing the area of any trash or illegal dumping. As suggested in community meetings, a small pedestrian pier at a key point could offer a unique experience if safety concerns can be addressed.

The heavy trucks used by the sand pit are damaging the already-deteriorated River Road. In addition, unsecured loads are spilling sand on the road. The community would like to see the sand pit on the riverfront cease operations, especially due to the damage it does to River Road. At a minimum the sand pit operator should be more responsive to the concerns of the community, including contributing to the cost of improvements to the road.

Access along the riverfront is restricted at the Audubon Institute/Coast Guard facility. Some method of providing access along the batture or around the facility to connect with Plaquemines Parish, while ensuring the security needs of the facility, should be sought.

Area residents are accessing the riverfront through walking, biking, and horseback riding. Some living further away are driving and informally parking along River Road. Besides this parking for recreational purposes, there are currently unimproved parking areas for crew boats workers accessing moored vessels at two locations along River Road. If the mooring facilities are to remain, crew boat operators the Port, Coast Guard, and Levee Board should work together to improve the existing parking areas with proper drainage and landscaping.

Road conditions in the area are poor in many locations. As has been advocated in previous plans, road improvements and storm water drainage should be implemented as the highest priority for the area. Streets to be improved include River Road, Willow Drive, and Stanton and Delacroix Roads. Furthermore, the use of motorized “four-wheelers” has increased recently and has been harming the levee and peacefulness of the area. Signs should be posted and enforcement/fines increased against the unauthorized use of motorized equipment on the levee.

Woodlands Trail and Park

A more controversial topic is whether a formal equestrian/bicycle path system along the levee should be developed. Many in New Orleans support the Woodlands Trail and Park proposal as an amenity that could serve the area and city residents. However, many local residents oppose the proposal for fear that it would harm the rural atmosphere, bring non-residents to the area, increase crime, and increase litter. In addition, the location of parking for the trail has been questioned. If developed, Woodlands Trail and Park should designate and maintain sufficient parking. This may occur where vehicles are currently parking near the intersection of Highway 406 and River Road or at another suitable location.

Rural and Low Density Development

There is considerable area for residential development on the land side of River Road. Current RS-1 Single Family Residential zoning permits residential lots as small as 6700 square feet, which is considerably smaller than the current parcels. This district is tailored for more urban settings. The creation of a new Single Family Estate Zoning District with a larger minimum lot size would help preserve the area's rural character and bottomland hardwood forest. Additionally, an overlay district may be used to encourage innovative, sustainable design, a superior environment, public green space, and wilderness continuity.

Recommendations

Land Use and Zoning:

1. Support low density residential development in the area by implementing a new zoning district that will better maintain the rural and wooded character of the area. Encourage the land uses that conserve the natural environment in the area.
2. Improve the sand pit operations by enforcing the City Code to eliminate the spilling of sand from the trucks and damage to River Road. Encourage the operator to contribute to the cost of improving the road.

Access and Transportation:

1. Improve drainage and conditions of River Road and other roads in the area.
2. Post signs restricting the use of motorized “four wheelers” and increase fines for their use on the levee. Improve enforcement.
3. Ensure continuity of River Road and the levee pedestrian path from Orleans to Plaquemines Parish, either around or along the Audubon Institute / Coast Guard facilities. Consideration should be given to the security needs of both facilities.
4. Improve existing crew boat parking areas with proper drainage and landscaping.
5. Continue planning efforts for a bicycle/equestrian path, the Woodlands Trail and Park, along the levee and ensure adequate parking. Participation from residents and property owners should be part of the process.

Design:

1. Maintain and protect the natural setting of the wooded residential and riverfront batture areas.
2. Improve drainage and landscaping for maritime parking areas along River Road.



Sand Pit operations along levee, Lower Coast Algiers. Photo below shows sand accumulating along River Road.



Security gates to Audubon Nature Institute facility at the end of the levee and River Road.

